(1943) Department.

SERIES.

G.O. No. 203

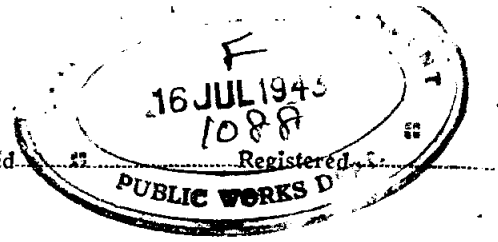
Dated 23/3/43

Thro' Views

[Despatch Abstract.]

Ports - Coondapur - Improvements - Construction of a wharf wal and reclaiming area for wharves - Estimate Rs.23,000 Sanctioned.

C.F. 32 (a).



2194
9.9.4
337
15.

.....Department	Received ..... Registered .....
From (Name) W.F. Ruffle Esq.,	To
Designation Presidency Port Officer,	The Secretary to Government,
Station Madras.	Public Works (Marine) Deptt., Madras.

Enclosures:
estimate in duplicate.
Plan M.D.P. No.3/43-44
Section Sheets M.D.P.Nos. 3(a),3(b) & 3(c) of 43-44.

No. 1715 A/43-1 dated 13th July 1943.

Sir,

Port of Coondapur - Improvements - Construction of a wharf wall and reclaiming area for wharves Estimate for sanction - Forwarding of.

I have the honour to forward, for the information of Government, a petition in original, received from th merchants of Coondapur for effecting very early improvements to the Port.

2. An estimate for Rs.17,485/-, for the construction of a wharf wall and reclaiming land for wharves, which forms the main part of the scheme of improvements needed for the Port, was forwarded to Government for sanction with this office No.2180-G1/38-3 dated 6-12-39. On the recommendations submitted in this office No.1578-G1/41-1 dated 13-8-41, the above work was ordered to be postponed in G.O.No.2194 MS. P.W.D. dated 9-9-41. But, the petition from the merchants, which conveys a legitimate

claim for improvements considered from all points of view, calls for very early compliance.

3. The Coondapur Landing and Shipping Fund is expected to close with a balance of about Rs.21,000/- (Cash Rs.5,500/- and Govt. Securities Rs.16,200/-) in 1943-44 and accordingly can, with the anticipated receipts in 1944-45, meet the cost of construction of the wharf wall and reclamation. Hence the estimate originally forwarded to Government has been revised to suit the present conditions and a revised estimate for Rs.23,000/- is submitted for the sanction of Government.

4. If the estimate is sanctioned, the work will be taken up after the South-West Monsoon is over and completed in 1944-45.

5. It has been mutually agreed to between the Port and Customs Department that a portion of the Customs land in Government wharf No.4 measuring about 5500 Square Feet from the souther end will be taken over by this Department and an equivalent area of Port land to be reclaimed be transferred to the Customs Department.

6. The concurrence of the Coondapur Landing and Shipping Fees Committee to the proposed work will be obtained at its next meeting and communicated to Government.

I have the honour to be,
Sir,
Your most obedient servant,

W. I. Ruffle 13/7

[illegible] for the construction of a wharf wall and reclaiming wharf at the Port of Coondapur

Estimate Rs.23,000/-.

The estimate provides for the construction of a wharf wall approximately 280 to 300 feet long in front of wharf No.4. To reclaim a good space for the wharf and also to afford the maximum facilities for loading and unloading of cargoes from boats, it is proposed to construct the wall 30' from the front face of the existing wall which is the safe possible limit to which the wall can be constructed nearer to the deep course of the river.

The bottom level of the foundations of the work will be taken down to 9.6 feet below L.W.O.S. and the top level retained at the same as that of the existing wharf wall i.e. 10.4 feet above L.W.O.S. The wall will be of dry stone masonry on cement concrete foundations with a facing of 2 feet thickness in random rubble in cement mortar.

The projecting portion of the existing groyne will be dismantled as otherwise the wharf wall front is likely to be silted up. The dismantled stones will be utilised for forming a revetment at the north end return of the wharf wall.

The provision of a ramp from level L.W.O.S. can be taken up during execution in consultation with the Port Officer, Mangalore.

N.C. Hariharan

Rs. 4.3

ASSISTANT ENGINEER (MARINE)

ENTRY AND CLEARANCE R

Kasaragod

For the period from 3

ONSE-UTIVE UMBER OF Clearance. (3)	Name of vessel foreign or coasting "(F)" or "C", with date and hour of arrival within eographical limits of the port. (4)	Number of crew. (5)	Colour and nationality, British or British Indian or foreign. (6)	Original port from which sailed. (7)	Last port from which arrived. (8)	To what port cleare (9)	Port of ultimate destination. 1
298	F Jamalkhaireth						
	Dw 62 9 Kasaragod	10	B I			Azhikkal	
6	C B No. 45 of Malpe(C)	4	B I	Hangarkatta			
	B 4-11-24-6					Malpe	
299	C B no 45 of Malpe	1	B I				
7	C B. No. 75 of Malpe						
	25/3 at 2 P.m.	6	B I	Mangalore		Mangalore	
300	C B No. 75 of Malpe	6	B I				
5	C B No. 45 of Kas.						

5 P.W

O.M. No. 1088 F/43-1 dt 29.7.43

29/7

Port of Coondapur - Improvements - Cost of a wharf wall & reclaiming ~~ground~~ for wharves - Estimate - Ref P.P.O's lr 1715 A/43-1 dt 13.7.43.

pp 1-2 cf

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nil cf

The petition in original stated to have been forwarded with the above letter not been received. The P.P.O is requested

19/6 Confirmation reference to para 6 of his letter p 2 of

is also awaited. WD

28.7.43. 28/7/43

To the P.P.O.

C.F. 32 (a).

Port Department

From (Name) J.F.Ruffle Esq.,

Designation Presidency Port Officer,

Station Madras

To the Secretary to Government,
Public Works Department, Madras.

1304

Enclosures:

No. 1715 A/43-2
Dated, 2-8-43.

Sir,

Coondapur port - Improvements - Construction of a wharf wall and reclaiming area for wharves - Estimate - Government Memo No.1088 F/43-1, P.W.D., dated 29-7-43. pp 18-19

I have the honour to forward the petition referred to in my letter to Government No.1715 A/43-1, dated 3-7-43. pp 1-7

2. Further report called for will follow pp 22-25

I have the honour to be,
Sir,
Your most obedient servant,

J.F.Ruffle 2/8.
Presidency Port Officer.

PWD
Further report may be awaited till 20.8.43.

Exd on 20.8.43]

805-44/4

The Presidency Port Officer,

Madras.

Humble petition of the merchants of Coondapoor Port.

Respected Sir,

The undersigned petitioners most humbly beg to state before your Honour the following points for your kind consideration and favourable orders.

1. That the Landing and Shipping Fees act was introduced to this port as far back in 1939 and the local merchants were on the very outset unwilling for the Act to be introduced to this port unless improvements to the port were carried out first.

2. That a good amount of Landing and Shipping Dues have already accumulated during the past four years though nothing has been done so far towards the improvement of the Port.

3. That the proposal of constructing a wharf which was es tial to the working of the port, has been postponed by the Government for the duration of war.

4. That the construction of a wharf was a long-felt nece ty and at present no vessel can touch any of the Government or private wharves for direct loading and landing and in consequence considerable delay and expense is incurred in the process of transhipment in smaller boats.

5. If the wharf was built at the commencement of, or soon after, the outbreak of war the output of trade in country craft at this port would have been nearly doubled especially when, on account of non-availability of steamers the means of transport by sea in country craft is acutely felt throughout the Presidency.

6. That the number of vessels now available for trans

port by sea of cargo has greatly diminished owing to the vessels being attracted to bigger ports to replace steamers and for this reason it is an absolute necessity that the available vessels should be sent out to sea after loading and landing as expeditiously as possible so as to increase the output of trade; but, for want of a suitable wharf from where direct shipments etc. could take place the vessels are delayed at this port considerably for about four to seven days.

7. That the want of space for storing cargo before shipment also contribute to the existing delay in sending out vessels quickly.

8. That the Landing and Shipping Fees Act extended to this port was chiefly motivated by the lack of landing and shipping facilities and for the improvement of the port and postponement of this important factor which weighed at the time of extending the Act to this port does not appear to be justified now.

9. The petitioners therefore most humbly beg to request your Honour to kindly go through the above grievances sympathetically and to order or address the Government for the early construction of a wharf and reclamation.

For which Act of justice the petitioners ever remain grateful.

Coondapoor,
26-3-1943

Copy to the Collector of South Kanara
" " " Port Officer, Mangalore,
" " " Port Conservator, Coondapur,
" " " President, Landing and Shipping Fees Committees.

K. Vittal Murugeath Kamath
" [illegible] Shetty

Nagesh Krishnaraya Nayak

Venkataramayakrishnaiah

Beiliur Rama Rao

Mo. H. Mohamood saheb

Majid Khan

A H Khaziji

Hernandez
for The Agent
THE S.K. [illegible] SOCIETY LTD.,
SANGULI BRANCH.

Viswanatha Nayak

Vasudevaji

R. Shankaranarayana Nayak

No. 805 of/43-1.

Forwarded to the Post Office Hiriyur for remarks and return

Hiriyur
25 3 43.

for Overseer Asst. Engr.

Submitted,

From the attached statement it will be seen that the Coondapur Landing and Shipping Fund is now in a flourishing state having an anticipated accumulated surplus of Rs.21,744/- at the end of 1943-44.

No improvements of any kind have been carried out since the introduction of the act in November 1939, the only expenditure being Rs.74/- on Repairs to the Customs wharf.

It is therefore suggested that, ~~despite~~ despite the rising cost of materials, improvements to the Landing and Shipping facilities at the port are necessary to the interests of the port and entirely justified and should be carried out as soon as possible.

No provision has been made for improvements in the Budget Estimate of 1943-44 and it is therefore suggested that any improvement to be made should be limited to less than the anticipated surplus for 1943-44 and further improvement carried out in 1944-45, if necessary.

W.M.Balmforth

Port office, Mangalore.)
Dated 2nd April 1943.)

Port Officer.

Statement

		Receipts.	Expenditure.	Surplus.	Remarks.
1939-40	Actuals	3273	601	2672	Nothing spent on improvements.
1940-41	"	5180	956	4224	Do.
1941-42	"	6303	945	5358	Rs.74/- spent on works.
1942-43	Revised Estimate.	5877	1110	4767	No works.
1943-44	Do.	5906	1183	4723	Nothing proposed to be spent on works.
		26539	4795	21744	✓

II

A.E. (Mar)

W/

An estimate for about Rs.17,500 was prepared in 1939 and since deferred by Govt. The estimate has to be revised to suit the present conditions. The place has to be inspected by me. I am arranging for an inspection early. I presume that as there is no provision in the budget for this work it will be taken up only in the next year or at best started early in Feb or March '44 & provision for it in 44-45 for its mechanical.

for the wharf work.

I submit the report on the inspection of the port.

III

A revised estimate for the above work will be prepared after inspection of the port. I presume that correct regarding budget provision for the work. Even if the work is started, the balance available is about Rs. 20,000 in

8.4.43
E. Manis.

Port of Coondapur - Improvements - Construction of a wharf wall & reclaiming area for wharves Revised estimate for Rs. 23,000/-

From the P.P.O. No. 1715A/43-1 dt 13.7.43.

To the P.P.O. memo No. 1088F/43-1 dt 29.7.43.

From the P.P.O. No. 1715A/43-2 dt 2.8.43

From the P.P.O. No. 1715A/43-2 dt 27.8.43

To U.S.

Please see the petition from the merchants Coondapur for effecting very early improvements to t port, the Port officer's recommendation to that effect with a Statement of receipts, expenditure & surplu for the years 1939-40 to 1943-44 & the P.P.O's proposals thereon. The P.P.O has forwarded a revis estimate for Rs. 23,000 for the construction of a w wall & reclaiming area for wharves at the port. T original estimate was for Rs 17,475. The work in question forms the main part of the Scheme of improve-ments. Attention is in this connection invited to t discussions in memo No. 7222A/F/39-2 PW dt 1 The work was ordered to be postponed along with works at several ports in Go. Ms. No. 2194 P dt 9.9.1941.

2. The concurrence of the Coondap Dt. Fees committee to the proposed work has been obtained - Vide p 26 cf. The work is pr to be taken up after the S.W. monsoon is over

(6)

completed in 1944-45. The expenditure is to be met from the local Dte. funds. vide para 3 of the P.P.O's letter on p 2 cf. The original estimate has been revised to suit present conditions. Please see also the report accompanying the estimate. p 3 cf

3. Attention is invited to para 2 of the memo dated 15.12.39 on p 9 of (M) & the para of the P.P.O's letter on p 2 cf.

4. The P.W.D has not stated whether the estimate has further works are in contemplation of para 1(iv) on p 8 of the memo at (M). It is however stated that there has been a demand for the proposed work for a very long time (cf Govt no 2369/10 dt 2.10.29) and with the development of country craft traffic on the West Coast, the trade at the port will, it may be expected, be more now than in the preceding years. Govt agrees with the circumstances explained at pp 22-25 cf, the estimate may be sanctioned.

The work may be sanctioned

18/11.9.43

A.G

A.M.

20/9/43

21/9/43

Draft order on

1088 P

6) Ports - Coonoor - amount for Construction of wharf wall and reclaiming area for wharves - Estimate Rs 23,000/- Sc

(J) Read also: Letter from the PWD No 1715 A/43-1 dt 9.9.41

CT Read also: Letter from the PWD No 1715 A/43-1 dt 7.7.1943

ORDER No G.O.No. ~~3003~~ 2003 dt 23/9/43

The Govt. approve Estimate amounting to Rs 30,000 (Rupees Twenty three thousand) for the Construction of a wharf wall and for reclaiming area

arrives at the port of Coondapur
of the works
The ost will be remitted
Coondapur Land , and
retiring Fund.

C.P. 32 (a). DEC 2852

Departmen

From (Name) W.F.Ruffle Esq.,
Presidency Port Office
Designation Madras.
To The Secretary to Govt.
Station Public Works Departmen
Madras.

Enclosures:

No. 1715-A/43-3
dated 11--12--43.

Sir,

Port of Coondapur - Constructing a wharf wall and reclaiming land for wharves - G.O.No.Ms.2003 dated 23rd September 1943.

I have the honour to state that en tenders were called for the abov rk after wide publication. But no nders have been received, probably e to the scarcity of pump sets ich are the main equipments require r works of this nature. As it ppears that attempts to call again or tenders would lead to no better esults, I recommend that the work

be postponed till after the next monsoon i.e., to be taken up in 1944-45, when it is hoped that pump sets may be available on completion of the south wharf wall work at the Port of Mangalore.

I have the honour to be,
Sir,
Your most obedient servant,

Presidency Port Officer.

AT/11.